NEW-YORK and NEW-HAVEN RAILROAD.

WINTER ARRANGEMENT. 1898.
Commencing Navember 1, 1038.

Passenger Station in New-York, corner 27th-st. and 4th-av.,

Pamenger Station in Me TRAINS LEAVE NEW-YORK.

TRAINS LEAVE NEW-YORK.

430 p. m. For Bridgeport, 7, 8, a. m. (ex.); 12:45, (ex.) 5:45 and

450 p. m. For Bridgeport, 7, 8, a. m. (ex.); 12:44, 2:45, (ex.)

450 p. m. For Midrey, Szraford, Fairfield, South
450 p. m. For Midrey, R. Saraford, Fairfield, South
450 p. m. For Nor
port and Westport, 7, a. m.; 12:45, 3:45 and 4:30 p. m. For Da
wall, 7 a. m.; 12:45, 2:45, (ex.) 3:45, 4:50, 5:50 p. m. For Da
ries and Green-wich, 7 a. m.; 12:45, 3:45, 4:50, 5:50 p. m. For

Free and Green-wich, 7 a. m.; 12:45, 2:45, (ex.) 3:45, (co.), 5:80 p. m.

For Port Chester and intermediate stations, 7 a. m.; 12:45, 124, 4:26, 5:30, 5:30, 6:30 p. m.

For Port Chester and Internal TRAINS.

For Port Chester and Internal TRAINS.

CONNECTING TRAINS.

For Hartford and Connecticut.

NEW-YORK AND HARLEM RAILROAD

NEW-YORK AND HARLEM RAILROAD

COMPA Y SUMMER ARRANGEMENT.

COMPA Y SUMMER ARRANGEMENT.

Commencing MonDay. Sept. 29, 1458.

Trains leave Depot cor. White and Centre sta, New York, at 115 p. 10. Depot corner of 20th st. and theav, New-York, at 17 since sear. William shridge train, stopping at all Stations.

1.16 s. 10. Mail train, stopping at Williamsbridge and all Stations.

1.16 s. 10. Mail train, stopping at Williamsbridge and all Stations on the state of the sta

Diec. m. Mali train, stopping at Williamsbridge and all Stations.

M. Williamsbridge, stopping at all Stations.

M. Williamsbridge train, stopping at all Stations.

and all Stations north.
WM. J. CAMPBELL, Superintendent

WM. J. CAMPBELL, Superintendent.

NEW-JERSEY RAHLROAD—For PHILADELPHIA and the SOUTH and WEST, via JERSEY
CITY—Mail and Express lines leave New-York at 8 and 11
a.m. and 4 and 6 p. m.; fare \$3. Through Tickets sold for Cincinnati and the West, and for Balleinore, Washington, Norfolk,
at: and through baggage checked to Washington in 8 a. m. and
1 p. m. trains. J. W. WOODRUFF, Assistant Superintendent.
No baggage will be received for any train unless delivered and
sheeked fifteen minutes in advance of the time of leaving.

hecked fiben minutes in advance of the time of leaving.

PENNSYLVANIA RAILROAD.

The GREAT CENTRAL ROUTE, connecting the Atlante Cries with Western Roth-Western and South-Western Edward and South-Western Edward Rothers on the Western Rivers, and at Cleveland and Sanducky with the search to all ports on the North-Western Lakes—making the set direct, cheap and reliable route by which FREIGHT can be forwarded to and from the Great West.

BATES BETWEEN PHILADELPHIA and PITTSBURGH.

PIST CLASS.—Boots, Shoes, Hats and Caps, Books, Pist Class.—Boots, Shoes, Hats and Caps, Books, Tocents Pist Class.—Boots, Shoes, Hats and Caps, Books, Tocents Pist Class.—Onestic Sheeting, Shirting and Ticking in orizinal bales), Drugs (in casks), Hardware, Leather (in rolis and boxes), Wool and Sheep Petts, Eastward, &c., Steel, Chains (in casks), Hardware, Leather (in rolis and boxes), Wool and Sheep Petts, Eastward, &c., Steel, Chains (in casks), Tobacce manufactured, except Cigars or Cut, &c., Tobacce Manufactured, except C

FLOUR & bbl. until further notice.

FLOUR & bbl. until further notice.

GRAIN- & 100 fb oxtil further notice.

COTTON & bale, not exceeding 500 fb weight, until further

COTTOK— P baie, not exceeding 500 in weight, until turner settice.

In shipping soods from any port east of Philadelphia, he parisolar to mark the package "Via Pennsylvania Railroad." All foods consigned to the Agents of this Road at Philadelphia of Philadelphia with the forwarded without detention. Property of the Parison of Parison Administrative Wormley & Co., Memphis, Tenn.; Parison Administrative Agents, P. G. O'Reilly & Co., Evanswille, B. F. Sess & Co., St. Louis; P. G. O'Reilly & Co., Consaverille, M.; B. C. Medlynn, Madison, Ind.; H. W. Brown & Co., and Irwin & Co., Cincinnati; N. W. Graham & Co., Zaneswille, Ohio; Leech & Co., No. 54 Küby-sh, Boston; Leech & Co., No. 1 Astor Home, New Yerk, and No. I South Williamst., New Yerk; E. J. Sneeder, Philadelphia; Magaw & Koons, Baltimore; D. A. Stewart, Pittsburgh.

H. H. HOUSTON, General Freight Agent, Philadelphia.

T. A. SCOTT, Superintendent, Altoona, Pa.

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The Pennsylvania Rallroad connects at Pitrisburgh with railreads to and from St. Louis, Mo.; Alton, Galena and Chicago, Ill., Frankfert, Lexington and Louisville, Ry.; Terra Hauri, Frankfert, Lexington and Louisville, Ay; Terra Hauri, Dayton, Springfield, Beliefontaine, Sandnisky, Todedo, Gleveland, Columbar, Zatesville, Massillon and Woorser, Ohio; also with the steam packet boats from and to New-Orleans, St. Louis, Louisville, and Chorimati.

Through tickets for the East can be had at any of the above-mentioned places in the West.

Passengers will find this the shortest, most expeditious and somfortable route between the East and the West.

FROM NEW-YORK TO CHICAGO IN 36 HOURS.

FROM NEW-YORK TO CHICAGO IN 36 HOURS.

FROM NEW-YORK TO ST. LOUIS IN 46 HOURS.

FROM NAV.

Fare as low as any other route.

See handbills in the hotels of this city.

Farough Tickets, or further information, may be had at the

Geo of the PENNSYLVANIA RALLROAD,

No. 2 Astor House, Broadway.

J. L. ELLIOTT, Agent.

For second class passage apply at No. 3 Battery place.

## Medical.

PRADDOCK'S PULMONARY COUGH MIX-TURE—This excellent Medicine, for the cure of Colds, Couchs, Croup and general Pulmonary Complaints, is truly a great slessing to the public. It is pleasant to take, efficient in action, and seaves no band result. About 3,000 bottles have been retailed the past season in the City of Hartford, Conn. It is of recent date, and is now for the first time publicly offered to the attreus of New-York.

threus of New-York.

Try it, good people, and give it to your children, who will take Breadily for Colds or Croup. Sold wholesale by F. C. WELLS 4. Co., No. 115 Franklinen, and at retail by the Druggists. Presented and sold at Hartford, Conn., by JOHN BRADDOCK, Druggist and Apothecary.

Cough Candy ever made. For Coughs and Colds, and all effections of the Throat and Lungs, it has no equal. Wholesale by SCHIEFFELIN BROTHERS & Co., A. B. & D. SANDS & Co., OLCOTT & McKESSON, W. W. THAYER, and by all corgists in the U. S. Manufactured by STEWART & Co., No. 419 Pearlest., N. Y.

# Cegal.

N CHANCERY of NEW-JERSEY .-- In the

IN CHANCERY of NEW-JERSEY.—In the matter of eichest of lands of JACOB WORTMAN, deceased situate in the Township of Chester, in the County of Morris, and Bate of New-Jersey.—Notice is hereby given that by virtue of a writ of escheat, issued out of said Count, directed to Wun. H. Anderson, Sheriff of said county, an inquisition was taken before him at the Court House at Morristown, in said county, on the him at the Court House at Morristown, in said county, on the tenth day of April, A. D., 1859, personant to the act in such case used and provided, whereby, and by the return thereof, signed by the said Sheriff and the Juros therein mentioned, it appears that the said Jacob Wortman, at the time of his death, was edued of an egast undivided out-third part of the three sevenil arrants of land and premiers hereinsfire particularly described.

The first lot, situate in the township of Chester, in the County of Morris and State of New-Jersey, beginning at a red oak free mayked for a corner studing on the east side of Rinak River, near the seat of the old force, and runs thence (1) down the said river the several courses thereof, to a maple free marked for a corner near the Falls; thence (2) south thirty-eight degrees east twenty-six chains to a stone hear; thence (3) north firty-for degrees and thirty minutes east twe chains to a hickory; thence (4) north eighty-four degrees east firth chains and engineen links to a chestmat tree; thence (6) south thirty-two links to Peter Wortman's line; (7) thence morth forty-one degrees and fifteen minutes east twenty-three chains and therety woo links to a stone heap; thence (10) north forty-eight degrees east eight-chains to a stone heap; thence (10) north forty-eight degrees and sifteen minutes east twenty-three chains and thirty-two links to a chestmat tree; thence (6) north forty-eight degrees and eight-eins to a chestmat tree; thence (10) north forty-eight degrees east eight-chains to a stone heap; thence (11) north sixty-two degrees west even chains; thence (14) north sixty-t

The second lest, situate in the Pownship of Chester, in the County of Morris and State of New-Jersey, beginning at a hick ory tree, being a corner to lands formerly of Hugh Ronyon, and tors themee (1) north forty-five degrees west forty-nine chains and forty-four links, to a stake and heap of stones in the patent line; thence (2) south forty-seven degrees west eight chains and eighty-sens links, to a state thence (3) north thirty-three degrees west ten chains and eighty-six links, to a stone heap near attent themee (4) south fifty degrees west themee (5) along the road south thirty two degrees as at eleven chains and thirty-links, to the middle of the road; thence (5) along the road south thirty two chains and sixty-four links, to the bridge; thence (2) south severity degrees east twenty-six chains and thirty-six links, to the bridge; thence (6) south forty-eight degrees east twenty-six chains and thirty-six links; to the bridge; thence (6) south forty-four links, to the bridge; thence (6) south severity degrees east thirty-two chains and sixty-four links, to a blockory free east thirty-two chains and sixty-four links, to a blockory tree; thence (6) north thirty-six degrees and forty-four hondrecits of an eare, strict measure.

The third lot, situate in Chester township, Morris County, New-Jersey, beginning at a small stone heap in a fence of Jacob Branns, westerly from the house on said farm; from thence by Brannis, line in part south thirty-three degrees and a half east thirty-five chains and eighty-right links to a stone heap, also a corner of Jacob Branns's land in the meadow; thence south thirty-five chains and eighty-right links to a stone heap, also a corner of Jacob Branns's land in the meadow; thence south thirty-five and a half degrees and a half degrees well seven chains and sixty-seven links to a small hickory special these themes wonth firty and a half degrees well as the said a half series well seven chains and sixty-seven links to a small hickory special these trees the links to a stone heap his

All prisons, therefore, calming any bornised and required to stribed in and inquisition, are hereby notified and required to appear and traverse the said inquisition within twenty days ther the sixteenth day of November next, the time herein limited for that purpose, pursuant to the statute in such case provided.—Dated Trenton, N. J., May 3, 1838. WILLIAM L. DAYTON, 10912 law-6meW Attorney-General of N. J.

IN PURSUANCE of an order of the Surrogate of the Courty of New York, notice is bereby given to all persons having claims against FOLKER J. SECK, into of the City of New York, deceased, to present the same, with vonchers those of, to the subscriber, at the cities of Q. McADAM, No. 56 Wall-street, in the City of New York, on or before the twenty-eighth day of April next.—Dated, New York, the nine teenth day of October, 1858.

SARAH L. BECK, Administratrix, &c.

Octob law 6mW

Administratria, &c.

SUPREME COURT—City and County of NewYork—The BANK OF THE REPUBLIC agt, the EAST
ALABAMA INSURANCE COMPANY—Summons for money
demand on contract. (Com. not ser.)—To the EAST ALABAMA
INSURANCE COMPANY. You are hereby summoned and
required to answer the complaint in this name, which will be
filed in the office of the Clerk of the City and County of NewYork, at the City Hall in the City of New-York, and to serve
a copy of your answer to the said complaint enthe subscriber, at
his office. No. 8 Wall street, in said City within twenty
days after the service of this summons on you, exclusive of the
day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiff in this action will
take judgment against you for the sum of severibees foundred

and eight hundred and fifty seven, besides the costs of this tilon.—Dated October 39, 1958. JONATHAN S. ELY, Plaintid's Attorney, No. 8 Wallet, The complaint in this action, was filed in the County Clerk's. The complaint in this action was filed in the County Clerk's flice on the 2d day of November, 1856.

N3 law6wTh.

J. S. ELY, Plaintiff's Attorney.

New-York Daily Tribune.

THE ICE BUSINESS OF THE UNITED

STATES.

In this age of the world, each succeeding generation employs some means of increasing the pleasures of living that were unknown or unused by its predecessors. In regard to the subject of this article, Ice, we cannot say, with correctness, that its use was not known before the present century; but it is quite certain that it never came into general use in civilized nations until within a very recent period.

The domestic use of ice, to a limited extent, is very ancient. Among the Greeks and Romans, various means were used to preserve snow and ice to cool their drinks: but their methods were simple and of little account in comparison with those of the present day. By freezing mixtures the ancient Romans cooled their Tiberian and other wines that the poet Horace so graphically describes. In some tropical countries, particularly in India, several processes of forming ice have been known for many centuries; so that those who had this knowledge could, with but little trouble and expense, readily prepare ice, and enjoy its benefits. About the middle of the sixteenth century, the custom of cooling drink with saltpeter was introduced into Italy. Afterward, the method of increasing the cold of snow and ice by a mixture of saltpeter became common. In the fore part of the seventeenth century, ice-cups were introduced, and fruits frozen in its were brought upon the tables. Soon after this, the French began to freeze the juices of all savory fruits for des-

In this country, ice was used for domestic consum tion previous to the present century. An account before us, referring to the year 1795, mentions that some farmers in Maryland and Pernsylvenia then had icehouses, and it is probable that farmers in other sections of the country also had them. In course of time, the custom of housing ice in the Winter increased, and yet very slowly, because it was regarded as luxurious, or at least was practiced only by the wealthy. But during the period of the last twenty years, we may safely say that the general consumption of ice, especially in our American cities and large towns, has increased in a rapid ratio annually.

Ice is now considered as one of the inexpensive com-

forts of life, desirable to be secured during the warm months by every family; indeed, it is a necessary artiele, and one of the most economical for any household. Hence, the use of it at the present period in this and many other cities is general with all who can afford it, as the saying is, or, in fact, with all who properly appreciate its value.

In regard to the actual extent of the ice business broughout the United States at the present time, we have but little reliable information, our facts being confined to the Cities of New-York and Boston and a few other large places. In that part of the Census of 1850 which relates to the "occupations of the free male " population over fifteen years of age" (the statistics of which embraced about half of the free population above that age), we find the following statement of

persons reported as fee dealers:

New Hampshire 2 Louisiana. 1
Massachusetts 30 Massasippi
New York 88 Kentucky
Pennsylvania. 72 Ohio.

District of Columbia 2 Indiana.

South Carolina. 2

Total. 2

At the close of 1854, a gentleman of Boston, writing

At the close of 1854, a gentleman of Boston, writing on this subject, stated the following:

"Already, from all that we can learn, there is invested, in this branch of business, in all parts of the United States, not less than from \$6,000,000 to \$7,000,000. And in ten years, judging from the past, it may be twice as great as at the present time. The number of men employed, more or less of the Winter, in the business in Boston and vicinity, is estimated at from 2,000 to 3,000, and in the whole commended as a second state of the properties of the p re are supposed to be from 8,000 to 10,000 em-

In 1856, one familiar with the business compiled the following estimate of the annual domestic consumption of ice in the larger cities, to which was

added this remark:
"In the smaller towns, especially in those where water is introduced by reservoirs, the consumption of ice is about two-thirds as great in proportion to their

population." tuns 80,000 Charleston......

As will be seen from subsequent statements, the amount consumed in this city, at the present time, is much greater than in 1856, and so probably in other

The common uses of ice are so well known that it is unnecessary to particularize them. It is a general cooler of most articles of food and drink. One writing on this subject of ice, in illustrating its usefulness, says, and rather enthusiastically: "Take a large city that uses aqueduct water, how could the inhabitants use it for their daily beverage unless it were cooled, for six or eight menths of the year? If they could subsist without ice, so they could without fresh meat, and without fruit. But a people highly civilize must more than subsist; they must live-they must live comfortably; they must have the necessaries and some of the luxuries that a gracious Providence has cast into their path. Fruits of the most delicate kind, and flowers are preserved fresh and blooming by the use of ice." Every year many extensive cargoes of fruits, vegetables and provisions, being surrounded with ice, are shipped to tropical countries, where otherwise these articles could not be sent. The benefit of ice to stemmers and passengers is very great. n enabling them to take on board a large supply of fresh provisions, and keep them fresh for the entire yoyage, and has almost entirely abelished the nuisance of live stock at sea. Many fishermen carry ice with them to the fishing banks, and return with their fish as fresh as when first caught. There are several branches of manufactures which derive aid from ice. In some towns of New-England, engaged in the oil business, Winter-strained oil is no more heard of, it being now strained better in Summer than in Winter, by means of a freezing mixture made with salt and ice. Ice has its medical uses. It is a tonic, and almost the only one that in its reaction produces no injury. In its common use for beverages, taken in moderate quanties, it serves to keep the system in such healthy condition that food gives it more strength. Frequently in India the first prescription of a physician to his patient is ice, and it is sometimes the only one.

Almost the whole returns from the ice business are a gain to the country. If there was no demand for ice, it would be worthless; no labor would be used in collecting it, no expense would be incurred in preserving it. Because it is in regular demand, the business of gathering it gives employment at fair prices to a great number of men at a season of the year when employment is the scarcest, and to many persons throughout the whole year. In the preservation of the ice there is a demand for a large stock of building materials, and this promotes the trade in those articles. This preser-

houses-such as sawdust, rice-chaff, &c .- which would otherwise he valueless. The transportation of ice not only requires the labor of men, but brings about the construction of vehicles, vessels, &c.; and, like the other branches of the business, gives additional activi- is preferred on account of the diminished waste in cutty to many departments of productive industry. In ting it up. Of the ice cut around Boston, the thickest the exportation of ice, ships frequently receive it for | is always reserved for foreign shipment, because of its | is most valuable, are constructed at greater expense, freight, and earn their expenses and profits when they greater solidity, or compactness and durability. could not otherwise obtain any cargo. Thus it is seen that the money and labor expended in the ice business contributes in a very considerable degree to the development of the rest process is to mark it off into blocks in New-Orleans, Mobile, etc., are among the most subpended by the public for ice as delivered, not merely rewards the ice-dealer for his labors and the investment of his capital, but more or less benefits all who have in any way been connected with the work of collecting, preserving and selling it, and those who are dependent

upon their labor.

Fortunes have been made in the ice business others have been lost. It is a department of human effort that requires the strictest attention and the most be well understood; now, the ice dealer is liable to suffer by the active competition that he meets on all sides. Still, as the use of ice is constantly increasing, both at home and abroad, and as the crop is often a partial failure, he who thoroughly understands the business will find it about as safe and remunerative as

The bodies of water from which ice is taken are, on that account, regarded as very valuable, and are taxed as the property of the abuttors. Their valuation has advanced as the business has increased, and the value of real estate in their vicinity has augmented in a similar ratio.

When the land surrounding a valuable ice-pond is owned by different parties, it is customary to determine the exact proportion of the pend to which each is entitled. The rule is, that each owner has the right to the same proportion of the contiguous surface of the pond as the length of his shore line is to its whole border. At some ponds near Boston, where the ice privileges are very valuable, the boundaries of each party are accurately marked. This system of division originated at Fresh Pond, Cambridge, Mass., in the year 1839. Owing to the great quantity of ice that was secured there and the absence of any arrangement as to boundaries, differences arose among the proprietors of its borders as to where each should take ice. This induced them to agree to distinct boundary lines, and the matter was referred to three Commissioners-Messrs, Simon Greenleaf, Levi Farwell, and J. M. Felton, who settled it on the plan just mentioned. This settlement was made by partition deed, executed by all the owners, and recorded in the registry of deeds of Middlesex County. Published maps were also placed in public institutions and private hands. These maps show the direction and length of the boundary lines and the area of each owner. This arrangement proved to be of great advantage to the parties, enabling them to secure more ice than they otherwise could.

At Rockland Lake, some years ago, there were three companies, previous to their consolidation, that took ice from it, and though they had boundaries, &c., they would open and take the ice together, from agreement, since it was found that the opening of a side by one of the parties would frequently allow the wind to open the whole of the Lake.

The instruments and machines used in securing icare specially constructed for the purpose. As the business increased, various implements were devised, and different methods were adopted, which were successively superseded by better ones. Those now used on the ice-field are the wooden scraper, snow-plane (or snow-ice plane), ice-marker, ice-plow (or ice-cut-ter), ice-saw, ice-splitting bar, ice-book, &c. The plane costs about \$75, the marker about the same, and the plow (of which there are different sizes) from \$60 to \$90. Of the latter there are several, say half a dozen, for each large ice-house. At West Cambridge, Mass., there is an establishment extensively engaged in the manufacture of the implements; and at Rockland Lake there is another. These and their uses are subsequently described. Their importance in saving labor is very great. In the Winter of 1854-5, it was estimated that by means of the ice-plow, or cutter, the reduction in the cost of cutting the ice in the neighborhood of Boston was equal to \$15,000 per annum. By the labor of forty men with twelve borses, some 400 tuns can be cut and stowed away in a single day.

The yearly crop of ice is collected mainly during the latter part of January and the greater part of February. In the vicinity of Boston, February is the month most relied on for the bulk of the annual yield. At Philadelphia, Baltimore and Washington, ice is secured in the early part of the Winter, as far as then formed, and afterward, if possible. The New-York ice-dealers generally secure most of their crop in About the middle of that month those experienced in gathering ice can estimate approximate ly the value of the Winter's crop. The portion of an rdinary Winter which is really favorable to securing ice is comparatively short-generally not more than twenty days in the season. Hence, during this time the ice companies are very active; and in some localities near Boston they sometimes carry on their operathe case when there is a prospect of unfavorable weather. In this region such rapidity has but rarely

been necessary.

Occasionally, while the ice is forming in December and January, the icemen pass over its surface, after it s thick enough to bear their weight, and break holes n it, if there is no snow on it. In this way the formation is accelerated by the overflow of the water, and the ice itself forms faster at the bottom. The surface is kept as free as possible of snow, because this greatly retards the fermation. Ordinarily snow falls before there has been cold enough to form ice of suitable thickness. If this occurs when the ice is four or more inches thick and the snow is not heavy enough to sink the ice, it is usually removed by the "snow-scrapers," which are made of wood and are drawn by horses, one or two to each scraper-in New-York, generally two borses. On some ponds in Massachusetts, from which several different parties take ice, it was formerly, if not new, customary to pile up the snow on their respective boundaries. This plan is objectionable, since the snow, by its weight, tends to sink the ice, and in New-York is not practiced, but the snow is entirely removed. If the snow falls so heavy as to bring the water above the surface of the ice it congeals with the water into what is termed "snow-ice," which is not fit for market but is removed by another scraper, called in New-York the "snow-plane," in some parts of Massachusetts the "ice-plane." This is made of iron, with a sharp cutting instrument of cast steel attached to its bottom; it is drawn by two horses and a man rides upon it. It is guided by inserting its "guides" into grooves previously made with the "ice-marker." It takes off a roll of snow-ice about two inches thick and twenty-two wide, which breaks up and is scraped off in the same manner as dry snow, or it may be removed into the water from the surface of which the ice has already been taken.

These preliminary operations are often very costly. Frequently, after much expense has been incurred to remove a body of snow or snow-ice, the weather becomes warm, and melts the ice, and this previou labor is wholly lost. And, on the other hand, if it i not done, and the cold continues, there will be little o no increase of thickness to the ice, which is equally a

The cutting of the field of ice may be commesced when it has formed to a thickness of six inches, or more. If its thickness is less than six inches, it cannot be cut by the machines with the use of horses, since it will not bear their weight. The ice companies of this city usually commence cutting when the thickness has reached seven inches, unless there is, at the time of being ready to commence, a prospect of there being colder weather immediately, and consequently of an nerease to the thickness. In the Winter of 1865-56. the ice cut for the New-York market had an average vation also calls into use some articles for filling store-

were twenty-two inches; in 1856-57, the blocks were from twelve to fifteen inches thick; but the last Winter was a very poor season, and the average thickness of the ice was still less. For the retail trade thin ice

Having cleared the field of whatever snow and snow-

opment of other interests. The amount directly ex- of uniform size by the "marker." The first part of this process, however, is actually done by hand, viz: the cutting of two straight grooves (one at right angles to the other in the ice, to which all the other grooves produced by the marker are to be parallel. A man cuts these first grooves in the same way that a carpenter draws a straight line on a board with a pencil, or and | nail, alongside his rule; he lays down a board or plank as a guide, and draws alongside of it, through the ice, a chisel sufficiently sharp and large to cut a groove of judicious management. Formerly, the trade, though the desired size, and continues to extend them until not suffering from competition, was so now as not to they reach across the pond, or as far as wished. (When the plane is previously used to remove snow-ice, grooves of this sort, or one of them, are cut by hand before the plane is used, and in that case, as previously remarked about the plane, the marker forms grooves for the guides of the plane.) This marker is drawn by a horse. To it handles are attached, and a man holds and guides it as he would a plow. With it he marks and cross-marks the field. The grooves formed by the marker are parallel, which is effected by its having a guide that is placed in the groove last made. When they have been made in one direction, others at right angles with them are produced in the same manner. When the ice is quite thin, this marker cuts it sufficiently deep to allow of its separation by the ice-splitting bar into the blocks that are stored in the icehouses; but this is not often the case. The size of the blocks for both New-York and Boston markets, for a long period, was 22 inches square. This size, we believe, is still used at Boston. For the last two or three years, the New-York Companies have cut to the size of 22 by 27 inches, the extra amount for length having been found more convenient for packing in wagons.

The next and the main process is the use of the plow (or cutter, as it is otherwise sometimes called), which is also drawn by one horse, and follows directly through the grooves made by the marker. This instrument is generally similar to the marker (and both remind one of a carpenter's plow) but its knife or chisel is longer, or rather its chisel is compounded of a series of small cutting chisels, one succeeding another and deepening the groove. At one passage it cuts about two inches deep (each small chisel cutting about one-fourth of an inch); and at each succeeding passage another equal amount. For ice of different thickness, there are plows of different sizes-chiefly 9 inch and 12 inch-the latter serving for a thickness of 20 inches. When the field of ice has been cut through in one direction by the plow, it is cut through in the other grooves, at right angles and thus it is all cut into regular blocks.

These are then completely separated by sawing slightly between them with handsaws, and are floated by the men to the shore of the pond through little capals cut in the ice for that purpose.

At many places the ice-houses are built upon the immediate borders of the water, and then the blocks are floated up directly to their receiving doors. In other cases the blocks are drawn off from the pond or creek or river on sleds, and from the shore are conveyed to their storehouse.

Various modes of elevating the ice into its houses are practiced. The New-York companies, and many of these around Boston, now use the endless chain in combination with the inclined plane, and steam power chiefly, this having been attended with better success than horse power. Some years ago the latter was chiefly used. In some instances, where the ice-house is pretty near the shore, the blocks are immediately taken by steam power, piece by piece, up an inclined plane to a sufficient elevation, and are thence directed down a more moderate inclined plane to the doors of the buildings into which they are lowered by steam, and packed away by the requisite number of men. In Massachusetts, where the blocks are cut square, they are laid in the storehouses in regular courses, every block exactly covering the next below it. In New-York, where the blocks are 22 by 27 inches, there is an alternate arrangement of the courses-in opposite directions-to prevent their pressing against the house and breaking it open. When a vault of a New-York house has been filled, it is covered with a layer of saltmarsh hay, from New-Jersey, four to five feet thick, and the receiving doors are fitted up to prevent waste until the contents are required for use. Near Boston, wood shavings and other articles have been used for covering material.

The storehouses of the ice companies often are immense structures, but they vary considerably in size.

The largest in this State is at Athens, and will hold 58,600 tuns; it belongs to the New-York Ice Company. The Knickerbocker Company have two at Rockland Lake, which will each contain about 40,000 tuns, one at Highland Lake holding 30,000, and one on the Hudson River holding 20,000. Generally, these buildings are very broad, and from 100 to 200 feet and upward in length. They present a singular appearance, neither looking like storehouses nor barns, and one unacquainted with the ice business would be almost certain, on seeing them for the first time, to ask, "What are tney ?" Most of the valuable ice-ponds have several of these structures on their borders. Fresh Pond, Cambridge, has its shores almost covered with some

fifty of them. The construction of these storehouses must be regulated by several circumstances, viz: by the climate, the amount to be stored, the material nearest at hand, and their nearness to the sources of supply. It is especially desirable to have a cool location, where the influence of the san and warm atmosphere shall be least. The ice must be preserved as much as possible from wasting, and this is effected by surrounding it with materials that are poor conductors of heat, such as sawdust, rice-hulls, hay, leaves, charcoal, tan, shavings, &c. Any or all of these are used, according to circumstances, both in the ice-houses and on board vessels that export ice.

Most of the storehouses are built of wood, and because of its relative cheapness. Their walls, or sides, are double, and are formed by placing two ranges of joist upright, which at the bottom are set in the ground, or framed into sills, and at the top are framed into plates. These two ranges are celled with boards, secured to that side of each range which is nearest the other. In the New-York houses, the space between the boardings is at least fourteen inches (enough to readily admit a man), and is generally filled with sawdust alone, but sometimes with saw-dust mixed with pulverized charcoal, &c. Occasionally rice chaff is used, but this is seldom obtainable in large quantities; in fact, it is out of sale now, as we are informed, and cannot be had at all. The saw-dust is procured from New-York, Albany, &c., at an average price of \$4 per cord. This kind of filling never needs to be changed, as some others do. Filling with tan was formerly practiced near Boston, more than any other method, according to the following description. "The space "between the two boardings is filled with refuse tan wet from the yards. This wet tan is frozen during the winter, and until it is thawed in the spring and summer, little waste occurs; afterward the waste is more rapid, but, as a large portion of the ice is taken "out, for domestic consumption or shipment, before "this takes place, the loss in quantity is small, and eccurring before the expenses of transportation have been paid is of less pecuniary importance." long as the mass of the tan remains frozen, it answers well enough; but since it will melt each summer there arises the necessity of re-freezing it every win

Very few of the large ice-housee in the Northern States are constructed of brick or stone. Such material is, of course, far more costly, but has the advantage of durability, as well as of safety from fire, to which these structures are much exposed, from the a belaying pin.

light, dry materials used in them to preserve the ice" At Cambridge, one of this kind covers 36,000 square feet of ground; its vaults are forty feet deep, and its walls are four feet thick from outside to inside, inclosing two sets of air-spaces.

These storehouses in southern countries, when usually of brick or stone; and the protection to the stantial buildings in those cities. We have an extract &c. from a number of The Bengal Hurkars in 1845, containing a notice of an ice-house creeted at Calcutta, by Mr. Wyeth of Cambridge, Mass. It is capable of holding 30,000 tuns of ice, and incloses more than three-fourths of an acre. Its walls are 198 feet long, 178 wide and 40 high; these are of brick, and triple, with fines or air-spaces between; and the whole is covered by five roofs, also with air-spaces between.

The yearly crop of ice varies considerably, according to the character of the season, and is much influenced by many circumstances. In the winter of 1852-3, the first half of the season was extremely unfavorable, and in the latter part of January, Rockland Lake was but just frozen over in good condition, when it was commishaps not unfrequently occur in every locality; and hence there is a great variation in the cost of securing ice, which thus produces a corresponding change in the price of the article in different years.

### AN APPEAL FOR THE INDIANS.

To James Buckman, President of the United States.

SIR: The Directors of the American Indian Aid Aisociation, at a recent meeting held in the City of New-York, appoined the undersigned, one of their number, a Committee, with instructions to address a brief appeal to yourself personally, and to the several members of your Cabinet, in behalf of the Oregon Indsans; asking of you, and urging it on you, to endeavor, by extraordinary means, if necessary, to effect an adjustment of the differences between the United States and those tribes without bloodshed. In the discharge of this duty, allow me, Sir, to offer some

suggestions.

These tribes have of late years, for the first, been brought in contact with the whites, whom they very naturally view as intruders. We are not of the nurse ber of those who believe that a handfull of people. Indians or others, should monopolize a continent which they cannot use, to the exclusion of those who have need of homes; nevertheless, justice, the sprit of our age, and sound policy, require that the rights, and even prejudices, of the "original lords of the soil," should be treated with consideration and respect. This, as the common rale, has not been the case in the settlement of America, nor always with the United States, in its dealings with the Indian tribes.

In the case of the Oregon Indians, signist whom a large army is about being sent, many candid and well-informed persons on the ground, including officers of the United States, deny that the difficulties have originated in any fault of the Indians, but, on the contrary, in the obvious oppressions and outrages of the whites. The common character of the men who are found mixed with these difficulties, and the history of other like disturbances, give additional weight to this position. Nevertheless, allowing it to be otherwise, on the assumption that the fault is with the red men, and not with the whites, we take the broad ground that it is as unbecoming the United States to correct that ignorant nearly wind be suggestions.

Those tribes have of late years, for the first, been

is as unbecoming the United States to correct that ig-norant people with bayonet and cannon as it would be for a father to resort to like means with his unruly

children.

The Indians within the bounds of the United States and its Territories are no longer formidable. We have emasculated and exterminated those on the Athave emasculated and exterminated those on the Atlantic slope. Shall we pursue the same cruel policy west of the Mississippi and on the Pacific coast? Have we not enough of Indian blood on our skirts? Is it not time to begin to repay them for the virgin continent they have given us? Is it not time to inquire what is right in our dealings with them?

The argument that it is the destiny of the red man to periah before the white race, is entitled to no weight. The parent of feeble children might, with equal propriety, say, it is the destiny of such to die, and so let them die.

We therefore ask, with all the argency of men de-

them die.

We therefore ask, with all the argency of mon determined to be heard, that the policy of forbearance, protection and good will, be adopted by the Government of the United States in all its dealings with the ment of the United States in all its dealings with the Indian tribes; and especially in the adjustment of the differences which have grown up between it and the tribes of Oregon and Washington Territories. We ask for those disaffected Indians, full protection from aggression of every sort; and meanwhile, that our Government stand solely on the defensive, without undertaking to destroy or coerce them by force of arms—that if need be, it place its troops between the Indians and the settlers for the protection of each, and dians and the settlers, for the protection of each, and there await the results of efforts for peace; being as careful of its blows in the one direction as in the other.

In behalf of the Association,
J. R. ORTON, Committee. New-York, Oct. 26, 1852.

A MODERN ALEXANDER SELKIRK.

# From The Boston Travelor, Oct. 5.

In the United States District Court yesterday, Judge Hervey presiding, was tried the case of Jere-miah Austin, master of ship Betsey Williams of New-thick beyong left in a deserted island ford, charged with having left John Francis, a colored man, one of his crew, in the month of November, 1855. The mate of this vessel, Mr. Weston, has already been convicted of an assault upon Francis with a belaying pin, by which the sight one eye was destroyed.

John Francis testified to the fact of his being put

John Francis testified to the fact of his being put ashore. At the time that the orders were given by the captain, the witness was below in irons; his irons were knocked off, and he was put on board a boat, the captain instructing them if they could not land Francis without staving the boat, to throw him overboard and let him get ashore as best he could. He says that as he was leaving the vessel the captain gave him one or two smart kicks, and said that if he should live and any one should ask who put him ashore, he should reply, "Captain Austin kicked me ashore." They gave him a few articles of clothing and landed him alone on the beach, after which the ship sailed away, and he was left the solitary inhabitant of the island. For twenty-six days he lived on raw crabs and young birds soaked in the water, taking refuge in a hut, which he made of sticks. water, taking refuge in a hut, which he made of sticks, at night. Every morning he was in the habit of going down to the beach before sunrise to look for a sh down to the beach before sunrise to look for a ship, because his eye could not bear the reflection of the sun upon the sand. Finally the ship Old Hector touched at the island, and he was taken off and carried to Talcahuana, where he remained seven months and a half in the hospital. There was corroborative evidence of his being put ashore, and also some evidence for the defense, which did not deny that fact. The case will be argued to morrow.

The island in question is one of the Gallpages Group, and was formerly used by the Peruvian Government as a penalisation; it was afterward abandoned, but was

and was fermerly used by the Fernaian Government as a penalistation; it was afterward abandoned, but was sometimes visited by whalers for the beef of the wild bulk cks left upon the island, and this fact probably led to the rescue of Francis. The trial of this case reminds us of a somewhat similar case many years ago on board an English man-of-war, which, at the time, caused great excitement in England. There was on caused great excitement in England. There was one board the English ship a mere lad from the West Coast of England, who had been caught in some trivial theft, and for no other cause than this the captain ordered him to be taken, with scarcely any food or clothes, to a then descrited island of the West India Group, and notwithstanding the protestations and tears of the lad, they sailed away and left him to his fate. Afterward the facts were made public in England, and great interest was expressed to know the fate of the poor lad. So great was the excitement that at last the British Government was obliged to take notice of it, and an expedition was sent specially last the British Government was obliged to take notice of it, and an expedition was sept specially to the island to search for the boy. Nothing was found there but a skeletor, from which it was supposed that he had perished. It was not long however, before it was whispered that the boy bad been rescued and taken to the American continent. The English Government found it necessary to send another expedition, for the public indignation grew hot against the inhuman captain, and at last the lad was discovered with a family at Marblehead, a Yankee versel having rescued the boy at almost the last moment from his place of abandonment. Le was thus restored, after the lapse of a number of years, to his mother in English. So given had the case attracted public notice, So then had the case attracted public notice that as the vessel reached the shores the greatest riesity was manifested to see him, which continued he passed through the country, and in consequence of this expression of public opinion, the inhuman captain was obliged to compound for his cruelty by the pay-ment to his victim of a large sum of motey. Austin was sentenced to pay a fine of \$100. The

extent of the punishment for this offense is \$500 fine, or six months imprisonment. In a suit brought by Francis for damages, Judge Harvey awarded him the sum of \$800, to be paid by the captain. The mate of the same ship was fined \$50 for assaulting Francis with

CATTLE FAIRS cersus CATTLE SHOWS.

Although we talk in this country of the State Fair, the country Fair, or of having been to "the Fair," or having taken cattle to the Fair, or of what we saw, or of what was on exhibition at the Fair; we have, as a people, evidently mistaken the meaning of the word. Webster gives the definition of Fair: First, "a stated market in a particular town or city; a stated 'meeting of buyers and sellers for trade." Second, " & 'meeting held by ladies for the sale of fancy articles.

Then a more show of cattle or other farm products is not a Fair, such as are common in Europe, both for farmers and merchants, and which are of the greatest advantage to the parties interested.

We have long advocated holding Fairs in this country, and the advantage that would secrue to farmers if we should convert all of our Agricultural Shows nto actual Fairs, as they are understood in Europe. We are glad to see that a beginning has been made in Connecticut. A correspondent gives the following account of one held in the town of Cheshire. Det the example be followed. Let it not only be made advantageous to the buying and selling of dome-tic animals, but make it beneficial in the exchange of seeds buds and grafts, and exchange of ideas about farming. It should also be made a Labor Fair, or place fo hiring laborers, or making known who want hands and of what description, and a uniformity of wage would also be fixed upon. These town Fairs should be held as often as once in three months, and at fixed regular periods.

The following is our correspondent's account of the

First Fair is Cheshire.

The the Editor of The N. V. Tribsae.

Six: It has often been a source of wonder to me that our farmers did not imitate the example set them by the English and Irish in holding fairs for the display of their cattle, horses, sheep, and indeed all their agricultural products, ss. by so doing, an excellent opportunity would be afforded for seeing large quantities of cattle together, and for disposing of produce of every kind, which could not be so cashly done in any other way.

way.
it must be apparent to all that such gatherings are highly conducive to a spirit of emulation in an agricultural community, and also of pecuniary advantage arising from trade, and exchange of stock and pro

Fairs have hitherto been confined to an annual meeting by States and counties; and, even limited to this, have been productive of great advantage. How much more, then, would this be the case, were the system extended so as to afford a semi-annual oppor-tunity in every farming town to display their cattle for sale as well as exhibition, and to dispose of every

for sale as wen as extinuous, and to dispose the kind of farm produce.

I am not aware that any single town in this section of country has hitherto held a fair, and jif so, Cheshire, in the land of steady habits, has the honor Cheshire, in the land of steady isabits, has the honor of taking the initiative in commencing the movement. Yesterday 285 yoke of oxen, making a string hearly a mile in length, 285 of which belonged to this town, beside a large number of cows and young eattle, were marched into a spacious inclosure, and the sight was indeed a beautiul one. The "red oxen" of Connecticut, so widely known and admired, were well represented. There was also a fine display of agricultural products, and the whole scene was enlivened by the music of a brass band.

This occasion drew large numbers of spectators from the adjacent towns, and so well pleased were they with the idea that we learn that Wallingford is already taking steps to follow our example.

Confident that great good would be done by extending the system and increasing the number of fairs, I commend this example to the consideration of your numerous renders, and remain.

Yours, truly.

Yours, truly, Cheshire, Conn., Oct. 28, 1858.

THE AMERICAN CHAPEL IN PARIS.—The following s an extract from a letter to A. E. Campbell of this city from the Rev. Mr. Seely, Pastor of the American Chapel in Paris. It was received on the 22d:

Chapel in Paris. It was received on the 22d:

"Our chapel continues to prosper. During the Summer the more permanent members of the congregation are nearly all absent from the city, but we have full and attentive audiences, mostly composed of transient visitors—those making Paris their point of departure for America by the Havre steamers, and those making it their first resting place after reaching the Continent. I have not been absent a single Sanday, and as, from week to week, I have witnessed the successive gatherings of devout and interested worshipers, I have been more and more impressed with a sense of the inaportance of the chapel, of the blessed nature of the work here being done and to be done under the auspices of the American and Foreign Christian Union. With the Autumn also returns our regular congregation. The Sabbath-School and Bible Classes will be speedily organized, and our first Winter's work is before us."

SLAVEHOLDERS' CONVENTION .- There will be a convention of the slaveholders and others of the Eastern Shore of the State of Maryland held in Cambridge, on Wednesday next, all the counties except Cecil having elected delegates. The Cambridge Herald, in an article on the subject, says:

article on the subject, says:

"Everybody on the Shore, and, in fact, in the State, is interested in this move, which is to adopt some plan for the better securing of slave property in this section, as well as in the State. The whole State of Maryland as well as in the State. The whole State of Maryland is being overrun with abolitionists—particularly this Shore, as recent developments have proved. There are a great many in Dorchester, Somerset and Wor-cester Counties, in disguise, who are constantly percester Counties, it disguise, who are constantly per-suading our slaves away, and providing means for their cicape. We were told by a gentleman from Somerset, a few days ago, that there were so, many abolitionists in that County, it is almost impossible to secure a runaway in that community without naving him taken away from you." The Cecil Democrat says:

"Cecil will not be represented, as her citizens seem not to be sufficiently interested to call a county meeting for the purpose of sending delegates."

Goose Shooting .- A correspondent of The Cleocland Plain Dealer has been enjoying a time of shooting, and gives a very racy sketch of his experience, from which we quote the concluding paragraph:

"But let me tell you when the hunter gets excited—while ensconced in the reeds he hears the hoarse and well-known notes of a flock of geese, he looks about, and yonder at the right, over a point of woods, he sees them flying laboriously along in a curved line, emitting their hoarse honk! honk! with a hundred variations of these. He was both the way a hardward the sees that the sees he their way a hardward. ting their hourse honk! honk! with a hundred varia-tions of tone. He sees by their course that they will pass directly over him, and he changes his ducking-piece for the heavy goose-gun that he carries in his hoat. If he has no second gun, he hastily draws his small shot and puts in a charge of BB's. Now the long line approaches, and he crouches lower, lest they should discover him and change their course of flight; but anon he hears their deafening gabble and the rush of wings pensity over him; now is the time. the run is but aron he hears their deafening gabble and the rush of wings hearly over him; now is the time; the gan is grasped firmly, and he rises in his boat and levels at their outstretched heads, first one barrel, then the other, and with eager eyes watches the result. Down come three, with a flap and noise that can be heard for half a mile. One spins around like a top as soon as it strikes the open water, and then stretches out motionless; one has a broken wing, and has taken refuge in a bunch of flags, still in sight of the hunter, and where he will finish him as soon as he can load; the third went down at an angle into a cluster of weeds, where the hunter has marked hir, and he knows by the thrashing of wings that he is one for. Hurrah! is not this glorious sport, and does not one come out of the marsh after a couple of weeks and return to the city a new man, with bronzed checks, firm farver, and ten pounds extra flesh! I say he does." To KILL Pennocus .- The American Agriculturist

recently recommends to let the plants grow until Mid-summer, when the stalks and loaves arefull of sap; then cut off the roots with a strong, sharp spade, two or three inches below ground; plack off the plant with a smart pull, and stamp the ground firmly over the remaining stump. It will seldom sprout again, but if it does it will be in such a state that another application of the spade will end the matter.

Hoors Under the Ban.—Far resolutions of the Miami Conference of the Church of the United Brother and declaring the wearing of crinoline incompation with a true Christians' profession, seem to be rigidly enforced by the authorities of that denomination. At a camp-meeting of the United Brothern recently held near West Baltimore, Montgomery County, Ohio, Bishop Russell forbade any one with hoops out opartake of the sacrament, affirming that they would not be welcome at the table of the Lord, [Bait, Amer. Exicention to Lord, And Management.

be welcome at the table of the Lord. [Balt. Amer. Exication to lowe and Minnesota.— The Dubuque Express says that for the last six weeks an average of fifteen emigrant wagons per day has passed through that city for the inferior, each family numbering some half dozen perions. Bust of these emigrants are purchasing second-hand land, and have their choice of the best at their leisure. Emigration in this direction has been large and strady through the server.